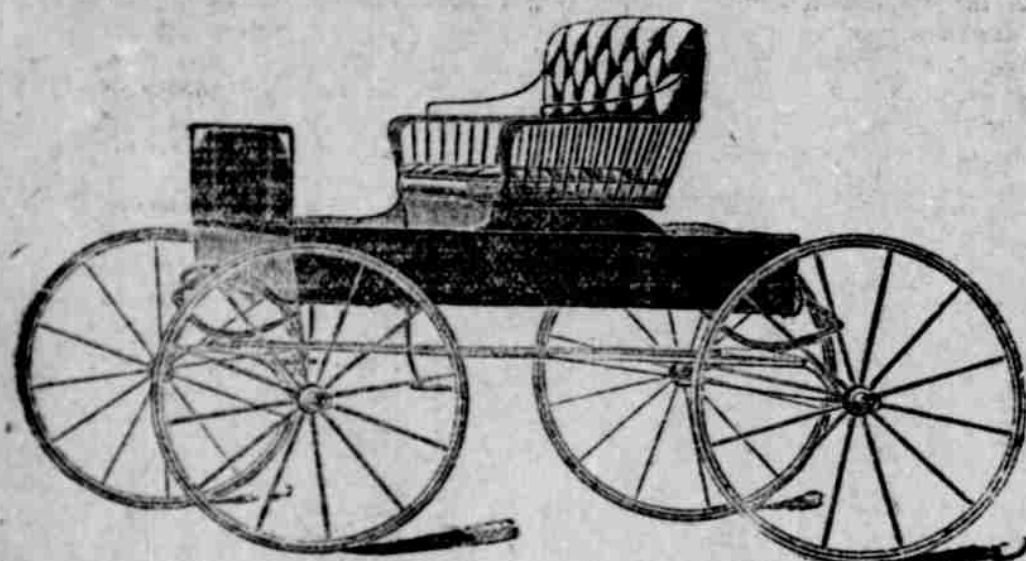


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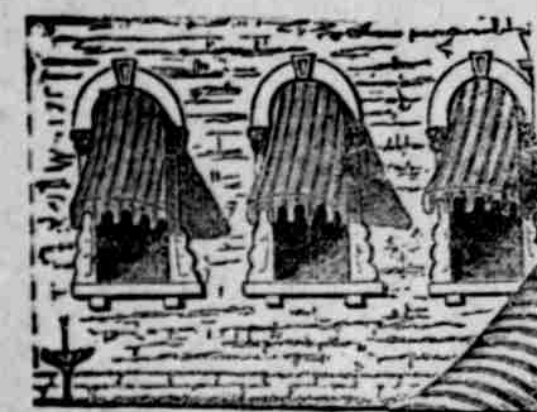
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Shortly after 2 o'clock yesterday afternoon the trim little German warship Geier dropped her anchor in naval row, firing the usual salute. The Geier sailed from Acapulco on the 11th instant and is on her way to join the German squadron in the Orient, going first to Yokohama to receive further orders. The Geier was to have proceeded to San Francisco from Mexico but received orders by cable to get quickly on her way to China via Honolulu.

She is a staunch and graceful little fighting ship, not particularly wicked-looking, yet having the appearance of great strength and an ability to do big things when the right time comes. She is painted white at present, is a little high out of the water, needing coal, and presents a decidedly attractive and interesting picture as she proudly rides at anchor in the harbor, tugging at her fastenings as if impatient to get to the scene of war. "I hope there is some fighting to be done," wistfully remarked a handsome, sun-burned officer of the Geier, as he graciously answered to questions of a reporter yesterday.

There are 160 men aboard the Geier, including her officers. She carries 16 guns, as follows: Eight 10½ centimetre, rapid fire guns; 4 Hotchkiss rapid fire guns and 2 Maxim guns. The Geier is a 1600-ton vessel, barkentine rigged, and is propelled by twin-screws. Her officers are as follows: Captain Peters, Commander; Lieutenant-Captain Meyer; First Lieutenant Runge, Dartner and Von Egid; Lieutenant Moller; Dr. Ottow, Surgeon; Chief Engineer Balauft and Paymaster Frohler.

German naval officers are usually taken from the same rank as in England. Before becoming a midshipman, or sea cadet as he is called in Germany, the youth who intends to devote himself to the navy must be able to pass a satisfactory examination on the level to which a fifth form boy at an English public school has attained. His first year's service is spent in study and military exercises on shore, the study of the English language being a prominent part in his work. He is then placed on a training-ship for a year, and after passing a satisfactory examination he is removed to the Marine School for another year. The technical knowledge obtained here is then employed for two years at sea, and should the candidate for the naval profession prove himself competent, he is promoted at the end of these two years to the rank of lieutenant. During the first ten years of a German naval officer's career his income falls short of his expenditure by a sum of \$2,500; that is to say, in addition to his pay he requires, on an average, \$250 a year to keep him.

The German Consul, Mr. Hackfeld, went aboard the Geier soon after she arrived. The officers aboard say that no Germans will be taken from Honolulu to fight in China. It is probable that the Geier will get away on Monday and it is likely that many visitors will be received aboard during the short stay here. The requisite coal will be put aboard the warship as speedily as possible.

SHIPPING DEPUTY.

SAN FRANCISCO, July 17.—There was a rumor on the water front this morning that James Newsum, the popular deputy in Shipping Commissioner Bassett's office, would receive the appointment as chief deputy in the office of the commissioner at Honolulu. There is considerable "red tape" about the position which takes years of experience before it is mastered. Newsum has been in the local office for many years and is known by every sailor that comes into port. He is quick at detecting natural born "kickers" and knows every captain who has ever been charged with cruelty.

CITY OF PEKING.

Steamer City of Peking from the Orient was whistled a little after 5 o'clock yesterday morning. She had to wait until the Rio de Janeiro left at noon for San Francisco, however, before she could get a berth. She took the Rio's place at the Pacific Mail dock. It was 2 o'clock before newspapermen were allowed aboard, they having to wait until the immigration officers, headed by Mr. Baldwin, were through with their business aboard. Notwithstanding all the red tape, however, a laundryman was permitted to go aboard before the immigration agents were through, and before the vessel was properly entered. He went aboard and arranged for the washing, came ashore again and telephoned for his wagon and the washing was thrown from the vessel on to the dock before the Peking was properly entered—before the newspapermen were allowed aboard. Mail for the ship's agents came ashore long before she docked. This was the subject of much criticism on the dock and declared by many to be manifestly unfair. Newspapermen were refused Oriental papers until the vessel had been entered and yet the agents secured their mail without any trouble. Intending passengers on the Peking were not allowed to go aboard and yet the laundryman was permitted to do so.

The City of Peking had three cabin passengers for Honolulu and 118 steerage passengers, also for this port. She sailed for San Francisco not long after midnight.

DESERTER FREED.

PHILADELPHIA, July 12.—Judge McPherson in the United States District Court today handed down a decision in the case of a deserting Russian naval surgeon which has an important bearing on the sending by foreign nations to this country of skeleton crews to man warships under construction in the United States.

The case was that of Leon Alexandroff, an assistant surgeon, who was assigned, with a staff officer and a crew of fifty-four sailors, to man the cruiser Variag, which is near completion at the Cramp shipyards.

Habeas corpus proceedings for the

release of Alexandroff were brought two weeks ago. Counsel for the prisoner at that hearing contended that the treaty between the United States and Russia merely provided that in case a Russian seaman deserted a Russian vessel while in this country, he should be apprehended and returned to the latter Government. It was also contended that the prisoner was not guilty of such an offense, as the crew of the Variag had never been organized. Therefore, it was argued that Alexandroff might be a deserter from the Russian navy, but not from a Russian vessel.

It was maintained by the counsel for the Russian Government that the treaty provided for desertions from the navy as well as Russian vessels.

Judge McPherson discharged the prisoner on the ground maintained by Alexandroff's counsel. The Judge said he had reached the decision with reluctance, as the prisoner was a deserter and he did not regard his abandonment of duty with favor.

Counsel for the Russian Government immediately took an appeal to the United States Court of Appeals, and Alexandroff was held in bail pending a decision of that court.

SHIPPING NOTES.

TACOMA, Wash., July 18.—The steamship Garonne was chartered to-night by the United States, and will be used to carry supplies and troops to Manila or China.

SAN FRANCISCO, July 12.—George Crocker was relieved of the presidency of the Occidental and Oriental Steamship Company yesterday, and at the same time was denied a voice in the board of directors of the corporation. The newly elected directors met and organized by electing R. P. Schwerin president, Horace C. Burt vice-president, and D. D. Stubbs secretary and general manager. By giving R. P. Schwerin control of the Occidental and Oriental, in addition to those of the Pacific Mail, it would appear that the two China lines will continue in business on more friendly terms than ever and will be rival companies for traffic in name only.

SHIPPING ITEMS.

The Australia is the next boat from San Francisco, due next Wednesday, August 1. The Aorangi is due from the Colonies on the same day.

Ship Star of Italy paid off her crew on the old Hawaiian articles yesterday and will sign them on under the American articles to-day and sail in ballast for the Sound.

Captain Piltz has been put in command of the schooner Fannie Adele, owned by the Inter-Island Company. She will ply between Honolulu and Kauai ports, having arrived from San Diego in ballast on Thursday.

A GOOD COUGH MEDICINE.

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Equivocal comment: "This," said the funeral director, "is the very latest in caskets; what do you think of it?" "Well," said the cigar man from next door, after a long study of the article, "I'd hate to be seen dead in it."—Indianapolis Press.

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